BY ORDER OF THE COMMANDER
43D AIRLIFT WING

POPE AIR FORCE BASE INSTRUCTION 21-124

9 APRIL 2004

Maintenance

CANNIBALIZATION PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction standardizes procedures for managing an effective aircraft Cannibalization Program in conjunction with AFI 21-101, *Aerospace Equipment Maintenance Management*, AFI 21-101 AMC SUP 1, *Aerospace Equipment Maintenance Management*, TOs 00-20-2, *Maintenance Data Documentation*, and 00-20-5, *Aerospace Vehicle/Equipment Inspection and Documentation*. Cannibalization (CANN) actions shall only be used to ensure mission readiness. This instruction will identify restrictions, procedures, individual responsibilities and documentation of CANN actions on aircraft and engines. The content within this instruction applies to all personnel assigned or attached to the 43d Airlift Wing. **Records Disposition:** Documentation created by this publication will be maintained and disposed of IAW AFMAN 37-123, *Management of Records* and AFMAN 37-139, *Records Disposition Schedule*.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

It provides new instructions to ensure complete compliance with Air Mobility Command guidelines.

1. General.

1.1. The Production Superintendent is the CANN authority and will determine when to CANN. The Maintenance Operations Flight Commander (MOF) will determine what aircraft to CANN from through PS&D. For all AMC en route aircraft, HQ AMC/XOCL is designated as CANN authority but the 43 MXG/CC or CD will be notified prior to taking a part off of a 43 AW aircraft for an en route aircraft.

1.2. The Production Superintendent requesting the cannibalization action shall coordinate directly with the Production Superintendent of the donor aircraft or back-shop equipment and the MOC to ensure all provisions of this instruction are met.

1.3. HQ AMC/LGRC directed CANN actions shall be tasked through MOC and coordinated through the 43 MXG/CC and/or 43 MXG/CD for final approval.

1.4. Prior to any CANN action, all items shall be ordered through normal supply channels (SBSS) and a valid MICAP established.

1.5. The designated CANN aircraft is the primary source for remedy from MICAP. Coordination with Maintenance Squadron Production Superintendent prior to initiating any CANN action may result in a less labor-intensive remedy. The secondary source should be the MTF or the ISO aircraft. The 43 MXG/CC or 43 MXG/CD are the CANN authority for the MTF and ISO aircraft.

1.6. The AMU pro super will coordinate with the MXS pro super (if applicable) when they determine the need to CANN a part from an aircraft undergoing MXS scheduled/unscheduled maintenance.

1.7. All parts CANN'ed from a scheduled maintenance aircraft will be returned or replaced so as to not impede the scheduled maintenance flow, back line checks, etc.

1.8. The organization that removes the parts from the scheduled maintenance aircraft will be responsible to return and reinstall the part and accomplish all necessary documentation.

1.9. The 43d Airlift Wing Cannibalization Worksheet (**Attachment 2**) will be used by all squadrons performing CANN actions.

2. Documentation.

2.1. All CANN actions will be documented in GO81 and the appropriate aircraft forms

2.2. When documenting a cannibalization action, use the specific WUC of the assembly, subassembly, or part that is being cannibalized. If the assembly, subassembly, or part being canned does not have a specific WUC, the appropriate NOC WUC from the system and/or subsystem being worked will be used. When documenting a cannibalization, use a single JCN.

2.3. If a part being cannibalized is repairable and does not have a specific WUC and the NOC WUC is used, the technician will submit an AFTO Form 22, **Technical Order Publication Improvement Report**, requesting a WUC be issued for the assembly, subassembly, or part.

2.4. ATC "T" will be used to document the removal of the serviceable item. This is a mandatory entry and will be documented as soon as practical after the removal action is completed.

2.5. ATC "U" will be used to document the installation of the serviceable item replacing the one canned. This is a mandatory entry and will be documented following completion of the installation.

2.6. MOC will enter CANN action into GO81, issue JCN, and update reported aircraft status.

2.7. The squadron requesting/performing the CANN action is responsible for all documentation.

2.8. Automated Maintenance System (Analysis) is the only organization that can delete CANN actions in GO81.

3. 43d Aircraft Maintenance

3.1. 2nd and 41st Aircraft Maintenance Unit Production Superintendent will:

3.1.1. Ensure base supply is provided accurate "mark for" and "delivery destination" information for parts ordered to replace those provided by donor aircraft.

3.1.2. Be the CANN authority for all flightline launch CANN actions. This authority starts upon crew show and ends when the aircraft launches. CANN paperwork is still required for flightline launch CANN actions approved by Pro Supers and will be accomplished NLT 2 hours after the aircraft launches. This authority does not apply to crew shows for –1 sealing aircraft.

3.1.3. Maintain a CANN log for all parts CANN'ed.

3.1.4. Coordinate with MOC to ensure a valid CANN number is assigned to the donor aircraft.

3.1.5. Provide a copy of CANN sheet to the donor aircraft owning/operating unit Production Superintendent.

3.1.6. Notify supply to transfer all open supply documentation to the CANN aircraft.

3.1.7. Evaluate every aircraft recovering from CANN status to determine if an OCF appropriate before returning the aircraft to regular service (Reference AFI 21-101, AMC SUP 1).

3.1.8. Prior to CANN actions from 43 MOS/MTF training aircraft, obtain 43 MXG/CC or 43 MXG/CD's approval. Upon 43 MXG/CC or their deputy's approval, notify the 43 MOS/MTF of CANN actions.

3.1.9. Verify CANN action is documented correctly in aircraft forms.

3.2. Expeditor will:

3.2.1. Secure a valid document number for back-ordered part and notify Production Superintendent of need to CANN.

3.2.2. Ensure donor aircraft 781 series forms are documented correctly and that all Maintenance Data Collection time on CANN action is taken as soon as possible after the part is removed.

3.2.3. Follow up on technicians performing the CANN to ensure proper hardware control on removed part and clean up area after CANN.

3.2.4. Ensure repairable part is turned in to base supply for shipment/repair.

3.2.5. Ensure parts are installed when issued from base supply.

4. 43d Logistics Readiness Squadron (LRS).

4.1. MICAP section will:

4.1.1. Maintain a CANN log

4.1.2. Upon notification from squadron production superintendent, transfer all open supply documentation to the CANN aircraft.

5. 43d Maintenance Squadron (MXS).

5.1. 43 MXS Production Superintendent will:

5.1.1. Ensure that ISO aircraft is not considered for CANN unless approved by 43 MXG/CC or 43 MXG/CD. Coordinate all CANN's from ISO aircraft through the ISO dock chief/coordinator.

5.1.2. Ensure propulsion flight supervision assigns a mark-for engine serial number for parts CANN'ed from shop engines.

6. 743d Aircraft Maintenance Squadron (AMXS).

6.1. 743 AMXS Production Superintendent will:

6.1.1. Obtain CANN authorization from HQ AMC/LGRC when removing parts from one transient aircraft to another. ***NOTE:*** CANN'ing from National Guard or Reserve assets requires special authorization from the Air National Guard Bureau or the Air Force Reserve Command. These CANN actions should only be considered and requested as a last resort option. All such request will be coordinated through HQ AMC/LGRC.

6.1.2. Contact MOC for aircraft and engine CANN actions, which will result in 43 AW C-130 assets being used to repair transient aircraft. **NOTE:** The 43 MXG/CC or 43 MXG/CD are the CANN authority when a part is needed from a wing asset to fix transient aircraft. This includes the MTF, ISO, and CFT aircraft as well as 43 AW aircraft.

6.1.3. Ensure base supply is provided accurate "mark for" and "delivery destination" information for parts ordered to replaced those provided by donor aircraft.

6.1.4. Verify CANN action is documented correctly in aircraft forms.

6.1.5. Manage all flightline launch and recovery CANN actions.

6.1.6. Maintain a CANN log for all parts CANN'ed.

6.1.7. Coordinate with MOC to ensure a valid CANN number is assigned to the donor aircraft.

6.1.8. Provide a copy of the CANN Sheet to the donor aircraft owning/operating unit Production Superintendent. If taking part from the MTF aircraft, provide a copy of the CANN sheet to the Maintenance Training Flight Superintendent.

6.1.9. Notify supply to transfer all open supply documentation to the CANN aircraft.

6.1.10. Evaluate every aircraft recovering from CANN status to determine if an Operational Check Flight (OCF) is appropriate before returning the aircraft to regular service (Reference AFI 21-101 AMC SUP 1).

6.1.11. Prior to CANN actions from 43 MOS/MTF training aircraft, obtain 43 MXG/CC or 43 MXG/CD's approval. Upon 43 MXG/CC or their deputy's approval, notify the 43 MOS/MTF of CANN actions.

6.2. Expeditor will:

6.2.1. Secure a valid document number for back-ordered part and notify Production Superintendent of need to CANN.

6.2.2. Ensure donor aircraft 781 series forms are documented correctly and that all Maintenance Data Collection time on CANN action is taken as soon as possible after the part is removed.

6.2.3. Follow up on technicians performing the CANN to ensure proper hardware control on removed part and clean up area after CANN.

6.2.4. Ensure repairable part is turned in to supply for shipment/repair.

6.2.5. Ensure parts are installed when issued from supply.

7. All technicians performing CANN actions will:

7.1. Fill out CANN worksheet.

7.2. Ensure original part is with a delivery destination of 5ES for all engine parts CANN'ed from engine shop.

7.3. Ensure area is clean, lines are capped, and hardware is properly bagged.

7.4. Assign GO81 (T) action against their work center.

7.5. Turn in repairable part.

7.6. Reinstall new part from LRS and complete appropriate paper and computer work.

FRANK J. KISNER, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 21-101, *Aerospace Equipment Maintenance Management*

AMCI 21-101, *Maintenance Management Policy*

T.O. 00-20-2, *Maintenance Data Documentation*

T.O. 00-20-5, *Aerospace Vehicle/Equipment Inspection and Documentation*

Abbreviations and Acronyms

AFTO—Air Force Technical Order

AMC—Air Mobility Command

AMU—Aircraft Maintenance Unit

AMXS—Aircraft Maintenance Squadron

ATC—Action Taken Code

CC—Commander

CD—Deputy Commander

EDD—Earliest Delivery Date

FMC—Full Mission Capable

HQ—Headquarters

ISO—Isochronal Inspection

JCN—Job Control Number

LGR—Logistics Readiness Division

MICAP—Mission Capable

MOC—Maintenance Operations Center

MOO—Maintenance Operations Officer

MTF—Maintenance Training Flight

MXG—Maintenance Group

MXS—Maintenance Squadron

NOC—Not Otherwise Coded

OCF—Operational Check Flight

OI—Operating Instruction

PS&D—Plans, Scheduling, and Documentation

SBSS—Standard Base Supply System

SPD—System Program Director

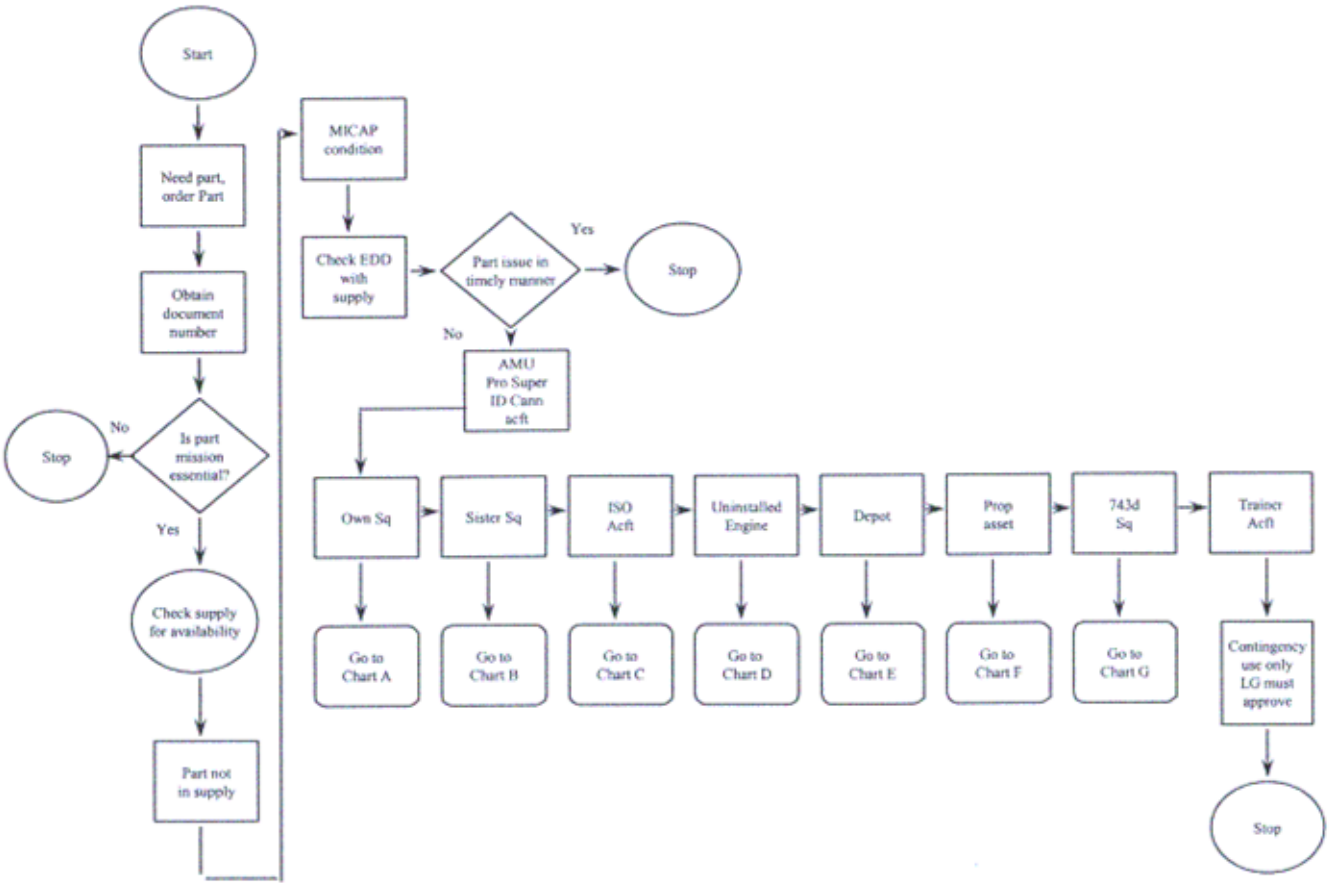
SUPS—Supply Squadron

UJC—Urgency Justification Code

WUC—Work Unit Code

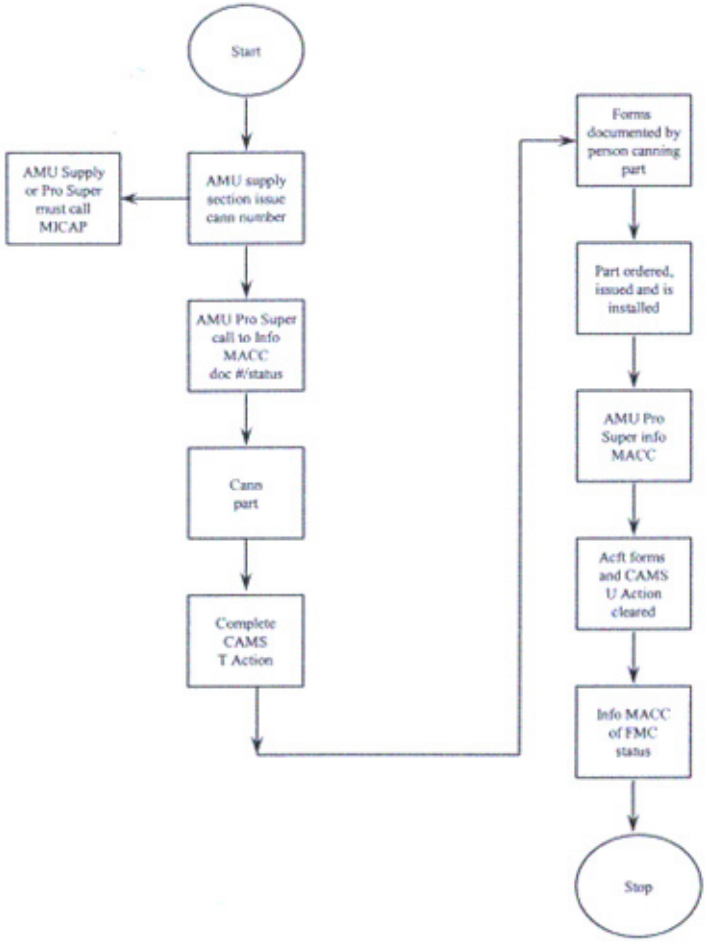
Attachment 2

43RD AIRLIFT WING CANNIBALIZATION PROCEDURES



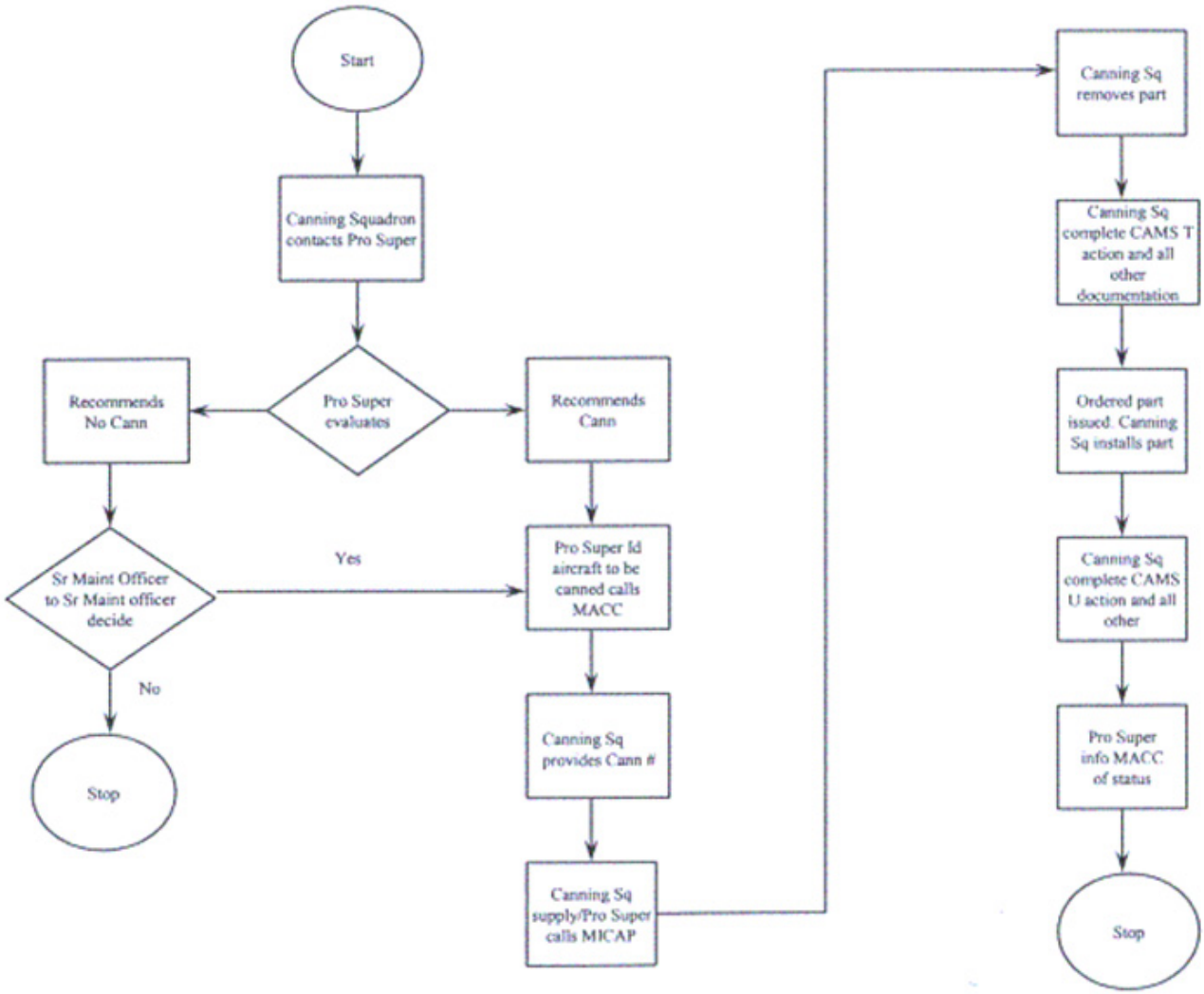
Attachment 3

CHART A – OWN SQUADRON



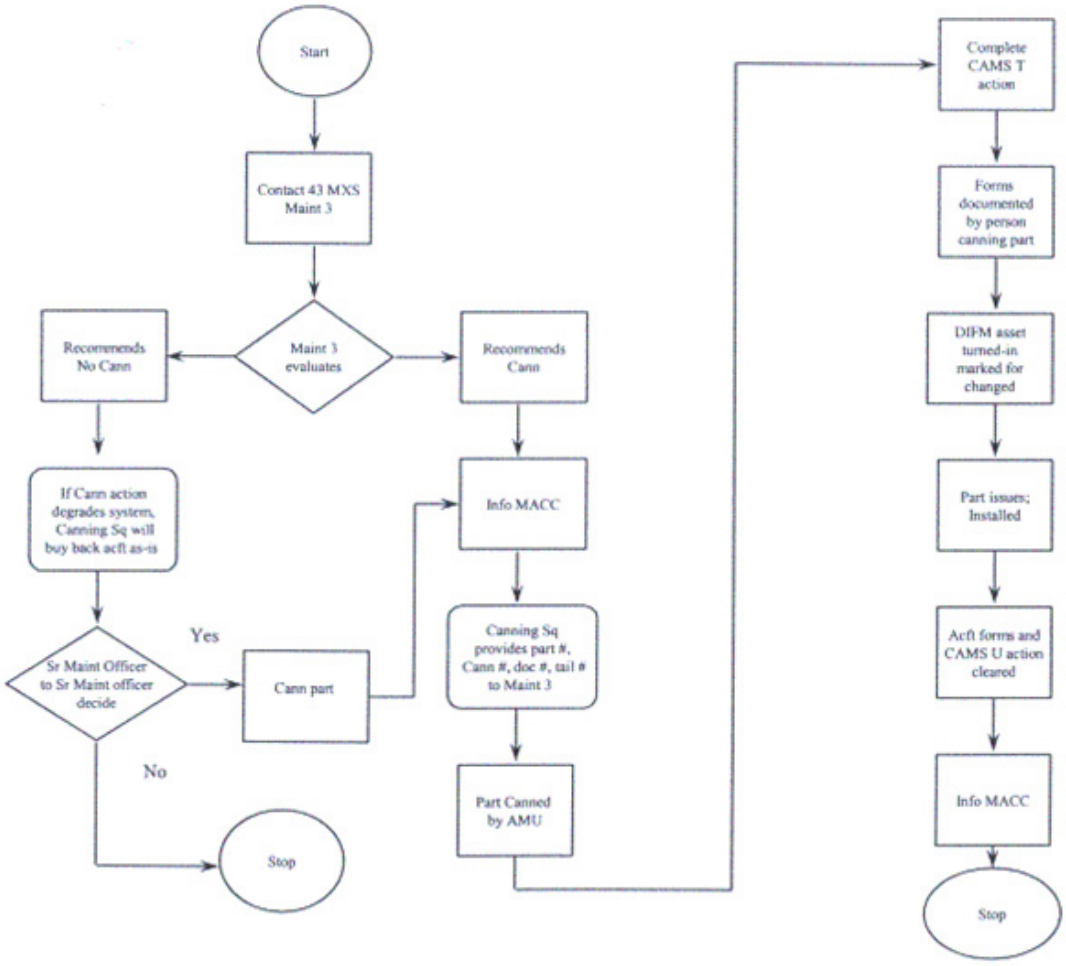
Attachment 4

CHART B – SISTER AMU



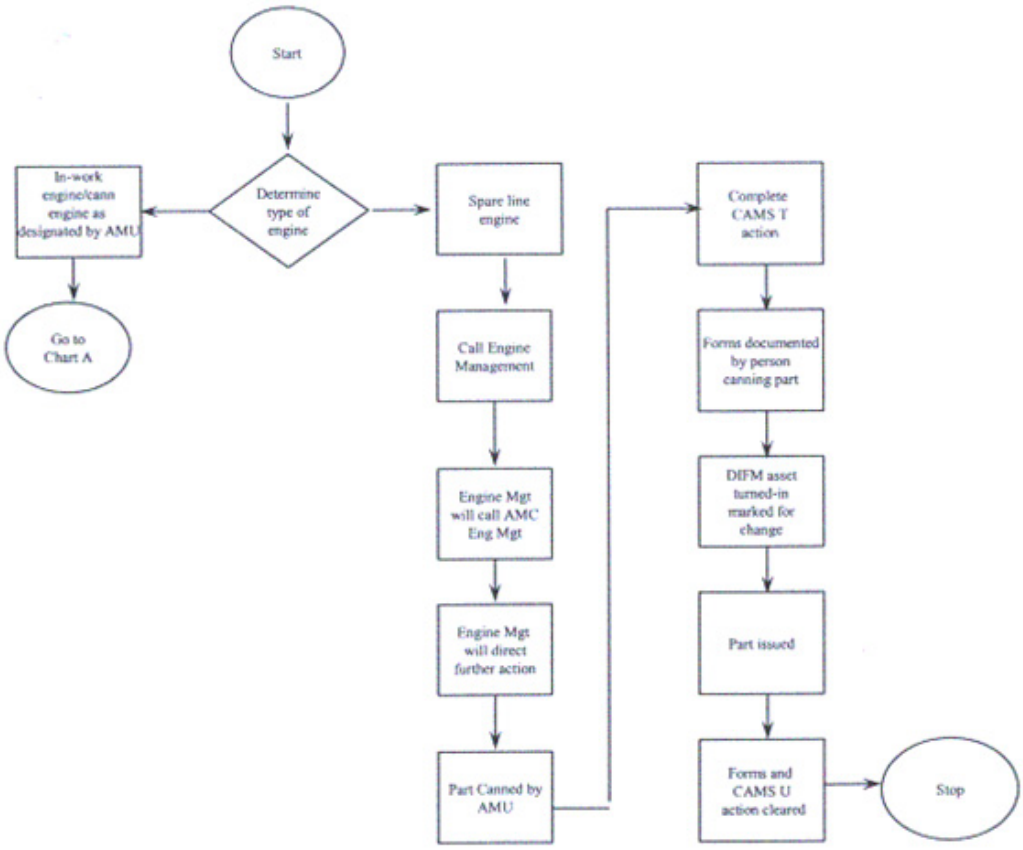
Attachment 5

CHART C – ISO



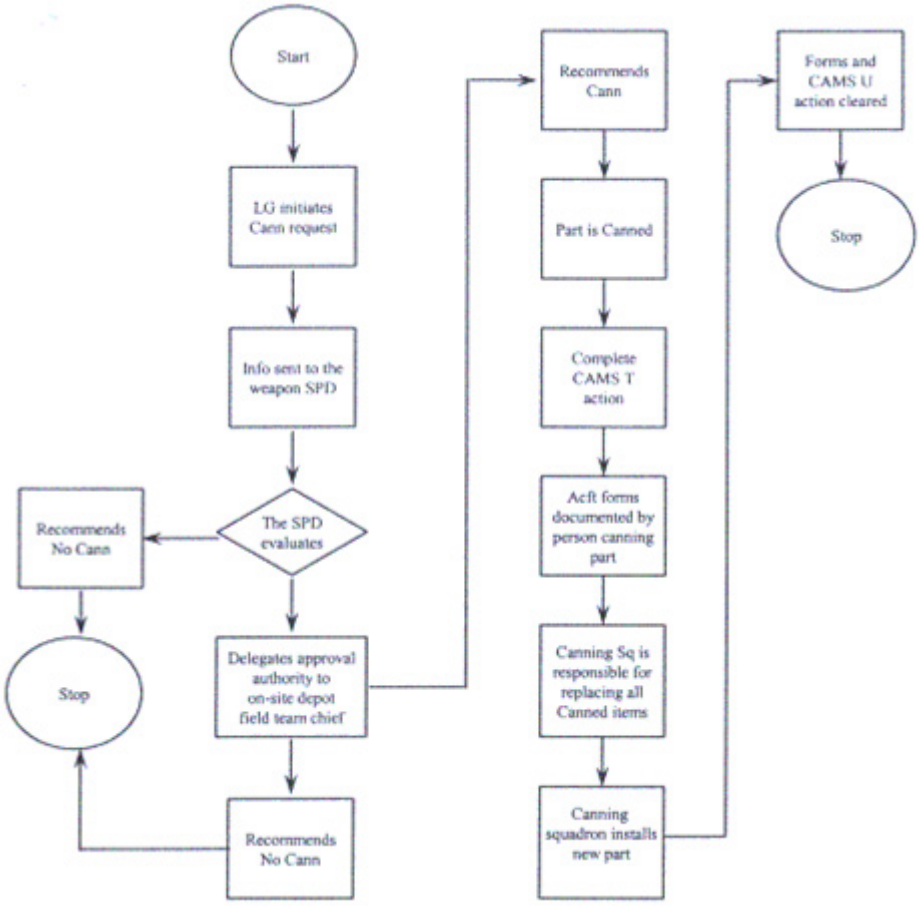
Attachment 6

CHART D – UNINSTALLED ENGINE



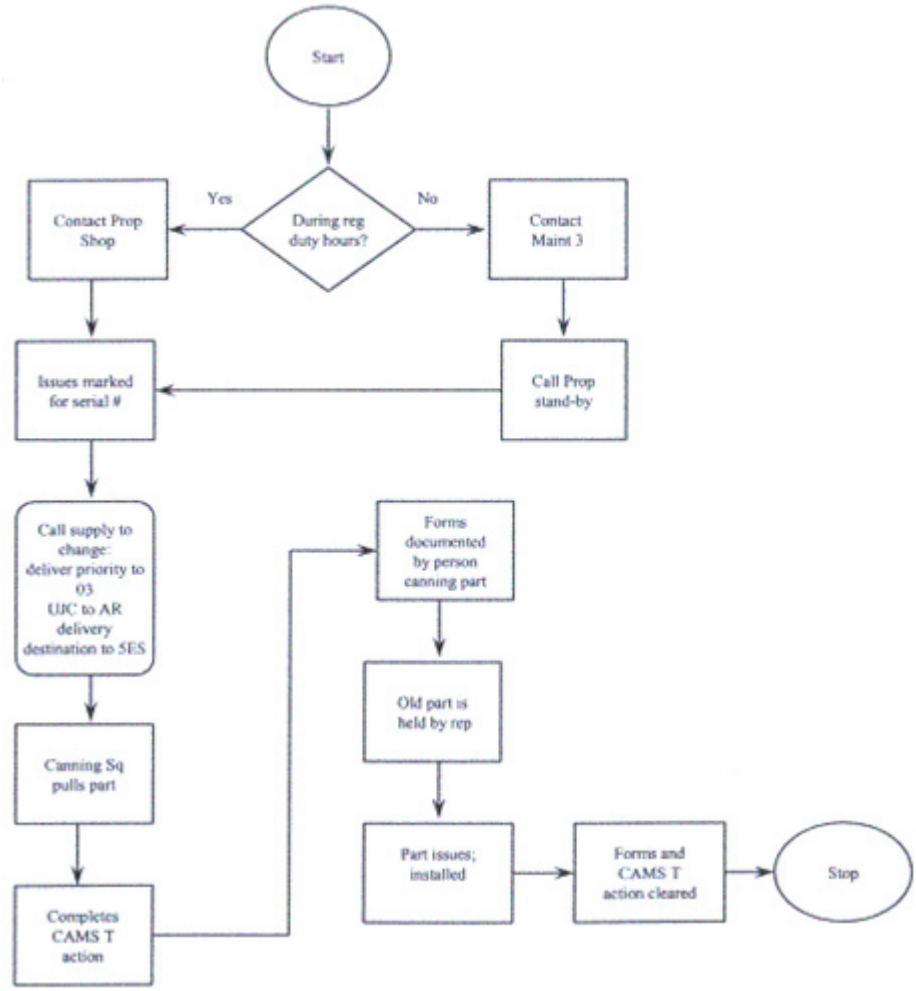
Attachment 7

CHART E – DEPOT



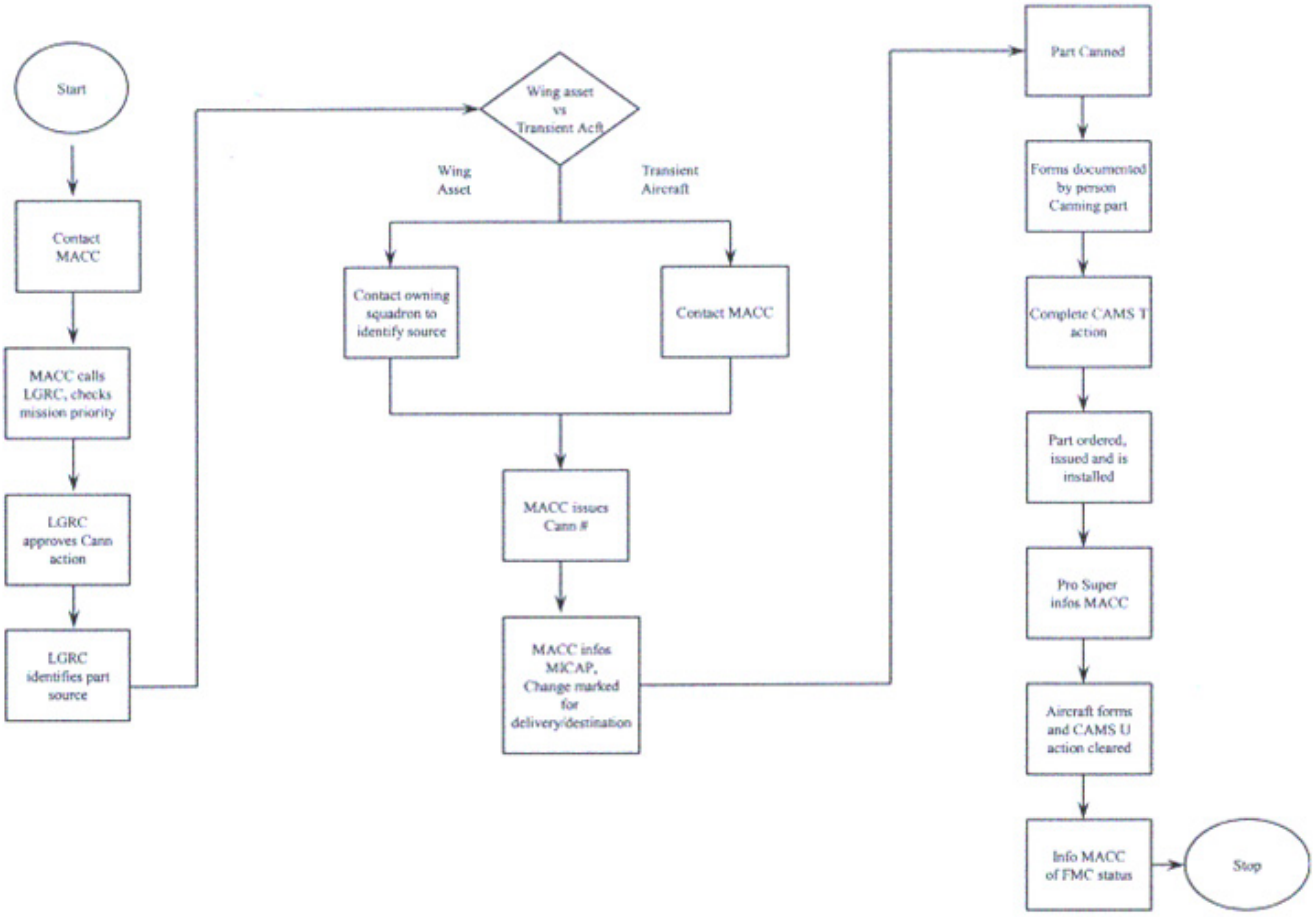
Attachment 8

CHART F – PROPS



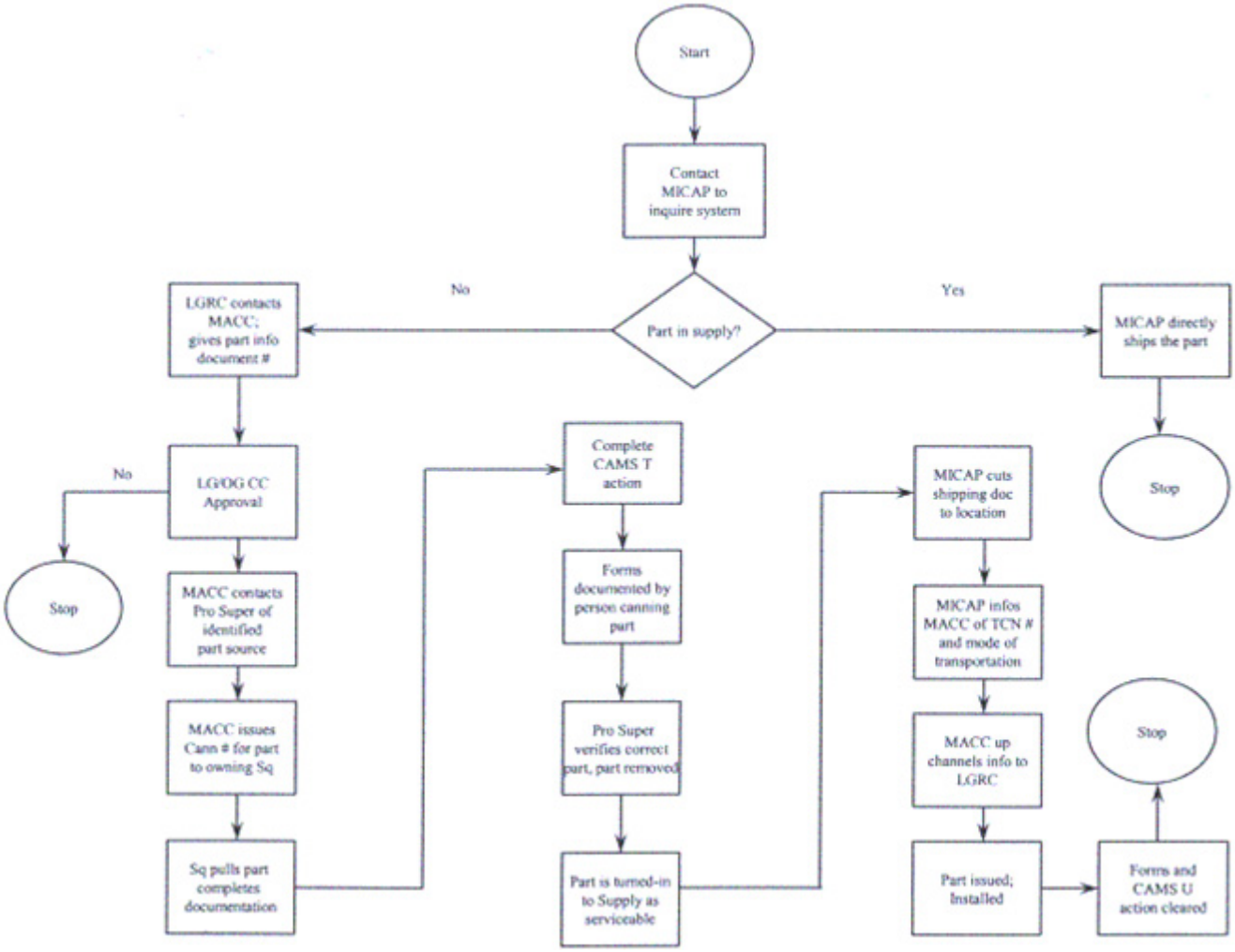
Attachment 9

CHART G – 743D MAINTENANCE SQUADRON



Attachment 10

LGRC DIRECTED



Attachment 11

43RD AW CANNIBALIZATION WORKSHEET

_____ CANN NUMBER	_____ JOB NUMBER
REASON FOR CANN (CHECK ONE)___ZERO BALANCE___MAINTENANCE CONVENIENCE	
_____ _____ DOC NUMBER DATE	_____ ESTIMATED DELIVERY DATE
FROM:_____ AIRCRAFT	_____ ENGINE
TO:_____ AIRCRAFT	_____ ENGINE
_____ NOMENCLATURE	_____ WUC
_____ _____ T.O. FIGURE	_____ INDEX
_____ NSN	_____ PART NUMBER
_____ REQUESTING PRO SUPER	_____ PRO-SUP (OTHER)
SUPPLY CONTACT _____ PRINT	SUPPLY C/W GO81 _____ SIGN
TECHNICIAN _____	MOC COORDINATOR _____
LOCATION OF OLD PART _____	HOW LONG WILL IT TAKE TO CANN _____
CAN THIS PART BE CANNED FROM AND SHIPPER ENGINE/PROP? _____	
CONTACT MX3 _____	IS THIS A FEASIBLE CANN? _____
IF THE PART IS NOT ZERO BALANCE EXPLAIN WHY THE CANN MUST TAKE PLACE. _____ _____	
IS THIS PART IN TNB FOR A 41ST/2ND AS AIRCRAFT? _____	
REMARKS _____	
NEXT MISSION/TAKEOFF TIME OF THE CANN TO AIRCRAFT? _____	
PRO SUPER RECOMMENDATION FOR CANN AIRCRAFT. _____	
MX 3 RECOMMENDATION FOR CANN AIRCRAFT (IE ISO, HEAVY MAINTENANCE, ETC) AND TAIL NUMBER _____	

IF CANNING FROM ISO/HEAVY MAINTENANCE AIRCRAFT ASK MX3 IF THERE ARE ANY LIMITING FACTORS OR DELAYS IN THE FLOW PLAN THAT MAY BE INCURRED. _____ _____
IS THE HSC AIRCRAFT FEASIBLE OR AVAILABLE? _____